

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY	Czechoslovakia	REPORT NO.	
SUBJECT	1. Holesov Airfield 2. Construction at Presov	DATE DISTR.	26 June 1953
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1. In 1949, [] the Holesov Airfield, the buildings and runways had not yet been constructed. The airfield area extended from the railroad which was located at the south edge of the town of Holesov 4920N-1735E to a small stream to the south of the town. []

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Other than the town itself, landmarks around the field were a large chocolate factory to the west of the airfield area and hills approximately 600 ft. high three or four kilometers to the east. A large cross 30 m. high and 10 m. across had been erected on top of one of these hills and was visible for approximately five kilometers on clear days. The cross was illuminated at night. The airfield area was quite flat, and it is possible that dikes would have to be constructed on the north bank of the small stream bordering the south perimeter of the airfield in order to keep floodwaters from overrunning the airfield. The railroad station located at the northern edge of the airfield is the only building within the airfield area. [] The area surrounding the airfield was, for the most part, flat, cultivated land. Possible obstructions were the chocolate factory to the west, the military barracks to the east, and the buildings of the town, some of which were three or four stories high. The main highway to Holesov from the south bordered the eastern edge of the airfield and was undergoing major construction work. This highway extended from Holesov south through Martinice (20 km. southeast of Holesovice). The road from Holesov south through Zahnasovice 4918N-1734E was very poor, and its use could possibly be discontinued in order to extend the airfield to the west.

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2. Although the town of Holesov had no other industry than the chocolate factory and a sawmill, it was a military center, and the airfield would be used for servicing the military installations there. The Holesov Airfield will be used primarily, however, to service the industries in Gottwaldov and Otrokovice /4912N-1732E/ and as a stop on the State airlines. The use of the airfield at Otrokovice diminished during 1949 and 1950 because of its poor location climatically speaking, and the Svit firm in Gottwaldov recommended the discontinuance of Otrokovice Airfield and development of the airfield at Holesov.

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the engineering department of the Sion plant was engaged in much activity concerning the Holesov airfield project.

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Approaching Presov on the main highway from the south construction of buildings several stories high in the area west of the highway and to the south-southwest of Presov. The construction area itself was not visible from the highway but seemed to extend west from Presov in the direction of Prague. The buildings were white, flat-roofed, and appeared to be industrial or possibly barrack-type buildings.

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